

BookletChartTM

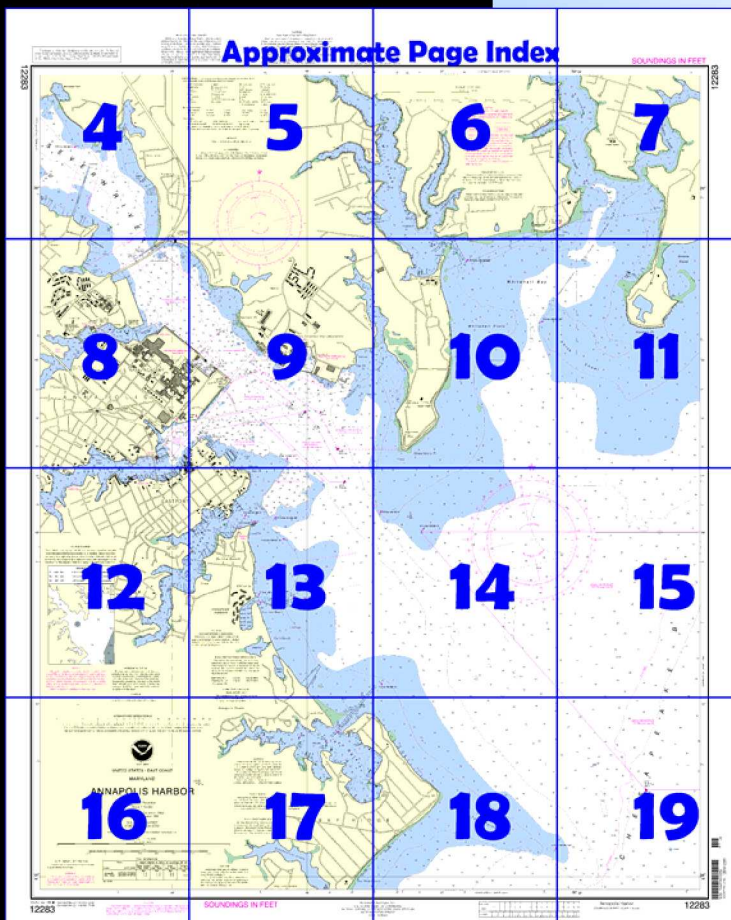
Annapolis Harbor

(NOAA Chart 12283)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

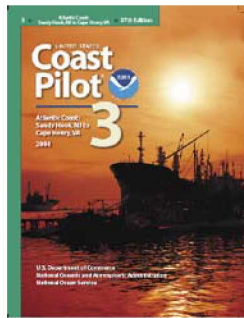
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 3, Chapter 13 excerpts]

(101) **Lake Ogleton** has depths of 5 to 9 feet, but the entrance, marked by lights and daybeacon, had a centerline depth of 6 feet.
(104) **Carr Creek** has depths of 9 feet over the unmarked entrance bar and deeper water through a narrow channel inside. A naval rifle range is on the west side of the entrance. Mariners are to keep out of the creek when the red flag is flying from **Carr Point** or the next point southward.

(106) **Back Creek** has depths of 7 to 9 feet.

A light marks the outer end of the breakwater on the south side of the entrance, and lights and daybeacons mark the entrance channel. Most of the berthing and repair facilities are at **Eastport**.

(107) **Spa Creek** has depths of 13 feet in the entrance channel; 10 feet to the highway bridge; 10 to 6 feet for 0.7 mile to near the head. The Spa Creek bridge has a clearance of 15 feet. The bridgetender monitors VHF-

FM channel 16 (156.80 MHz) and works on channels 13, and 68; call sign, KZA-871.

(112) The **harbormaster** has an office on the north side of Market Slip. A **speed limit** of 6 m.p.h. is enforced.

(113) The Naval Academy **Santee Basin** has depths of 15 feet. The basin is within a **restricted area**.

(114) Spa Creek waterfront has depths of 4 to 10 feet alongside the bulkhead to **Market Slip** with depths of 8 to 10 feet; the slip is open to the public.

(115) Extensive marine facilities are on both sides of Spa Creek.

(117) **College (Dorseys) Creek** has depths of 11 to 8 feet; the best water in the entrance is along the south side.

(124) **Whitehall Bay** has depths of 13 to 6 feet. The entrance channel is between **Whitehall Flats** and **North Shoal**, both with depths of 3 to 4 feet; a light marks the western limit of North Shoal. A lighthouse at **Sharps Point** shows a light that, when ranged up with Whitehall Creek Entrance Light 2, provides a well-marked approach to the channel between North Shoal and Whitehall Flats.

(125) **Mill Creek** is entered through a dredged entrance channel marked by a light and daybeacons; the depth was 7 feet. The depths above the channel are 7 to 14 feet for 1.5 miles to near the head of the creek. Gasoline is available at a pier 0.7 mile above the entrance.

(126) **Whitehall Creek** has depths of 9 to 13 feet for 1.5 miles, then shoals to 1 foot at the head. The entrance channel is marked by daybeacons.

(127) **Meredith Creek** has depths of 2 feet in a narrow entrance, thence 10 to 7 feet for 0.7 mile, then shoals to 1 foot at the head.

(134) **Sandy Point State Park**; the controlling depth was 5½ feet in the entrance channel and basin at **Mezick Ponds**. The channel and basin are marked by lights and daybeacons. **Slow no-wake signs** are posted. Gasoline and supplies are available; overnight mooring is prohibited except in emergency.

(137) **Magothy River** has depths of 10 feet for 6 miles, thence 4 feet for 0.5 mile to within 0.2 mile of a highway bridge. There are anchorages in the tributaries.

(138) **Minimum wake areas** and a 6-knot **speed limit** are enforced in many parts of the river, coves and creeks.

(139) The current velocity is 0.6 knot on the flood and 0.3 knot on the ebb in the entrance to Magothy River.

(140) **Deep Creek** has depths of 7 to 5 feet for 0.6 mile to near the head. Gasoline, diesel fuel, water, berths, and marine supplies are available.

(141) **Sillery Bay** has depths of 8 to 13 feet. The bay is the approach to Magothy Narrows and the harbor on the north of Gibson Island.

(142) The marked channel through **Magothy Narrows** has depths of 10 feet, and there are depths of 9 to 10 feet in Inner Harbor. The Gibson Island Yacht Club has facilities in Inner Harbor.

(144) **Cornfield Creek** has depths of 7 feet nearly to its head. Gasoline, diesel fuel, water, berths, and marine supplies are available above the mouth.

(145) **Grays Creek** has depths of 3 feet over the entrance bar through a marked channel which leads to deeper water inside. A boatyard inside the north prong has gasoline, water, and marine supplies.

(146) **Broad Creek**; marked by daybeacons off the entrance. The creek has depths of 9 feet to a marina in the upper end of the creek.

(147) **Blackhole Creek** has depths of 7 feet in a narrow marked entrance channel, and 5 feet almost to the head. A **special anchorage** is in the cove on the west side of Blackhole Creek.

(148) **Mill Creek** and **Dividing Creek** have a common entrance on the south side of Magothy River. Depths of 8 to 12 feet can be carried in both creeks for 0.3 mile. A small-craft facility in Mill Creek has gasoline, water, berths, and marine supplies.

(149) **Cypress Creek** The creek is entered by a narrow, marked dredged channel; the channel had a depth of 7 feet. Depths of 9 feet are inside the creek.

(150) Gasoline, water, and marine supplies are available on the Magothy River, 5 miles above the mouth.

Table of Selected Chart Notes

Corrected through NM Mar. 25/06
Corrected through LNM Mar. 21/06

HEIGHTS

Heights in feet above Mean High Water.

PLANE COORDINATE GRID (based on NAD 1927)

The Maryland State Grid is indicated on this chart at 5,000 foot intervals thus: $\begin{smallmatrix} - & + & - \\ & + & \\ & + & \end{smallmatrix}$
The last three digits are omitted.

Mercator Projection Scale 1:10,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD	KEC-83	162.40 MHz
Washington, DC	KHB-36	162.55 MHz
(Manassas, VA)		

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.402' northward and 1.144' eastward to agree with this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◦ (Approximate location)

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.

Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: $\text{---} \text{---} \text{---} \text{---}$

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Annapolis Bay Ridge	1.4	1.2	0.2	---
	1.2	1.0	0.2	-4.0

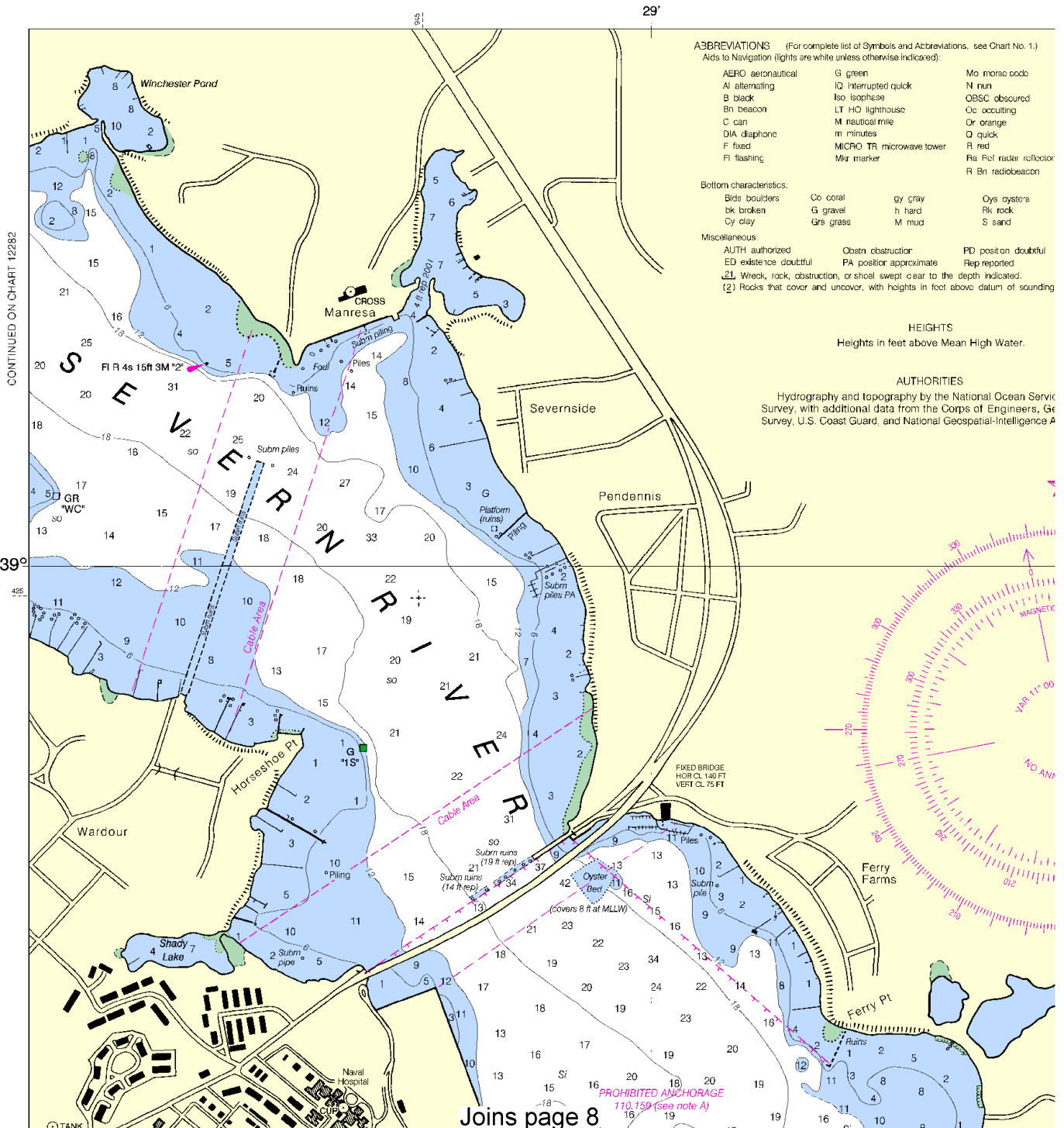
(Jan 2006)

12283

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PRINT-ON-DEMAND CHARTS

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CAUTION
FISH TRAP AREAS AND STRUCTURES

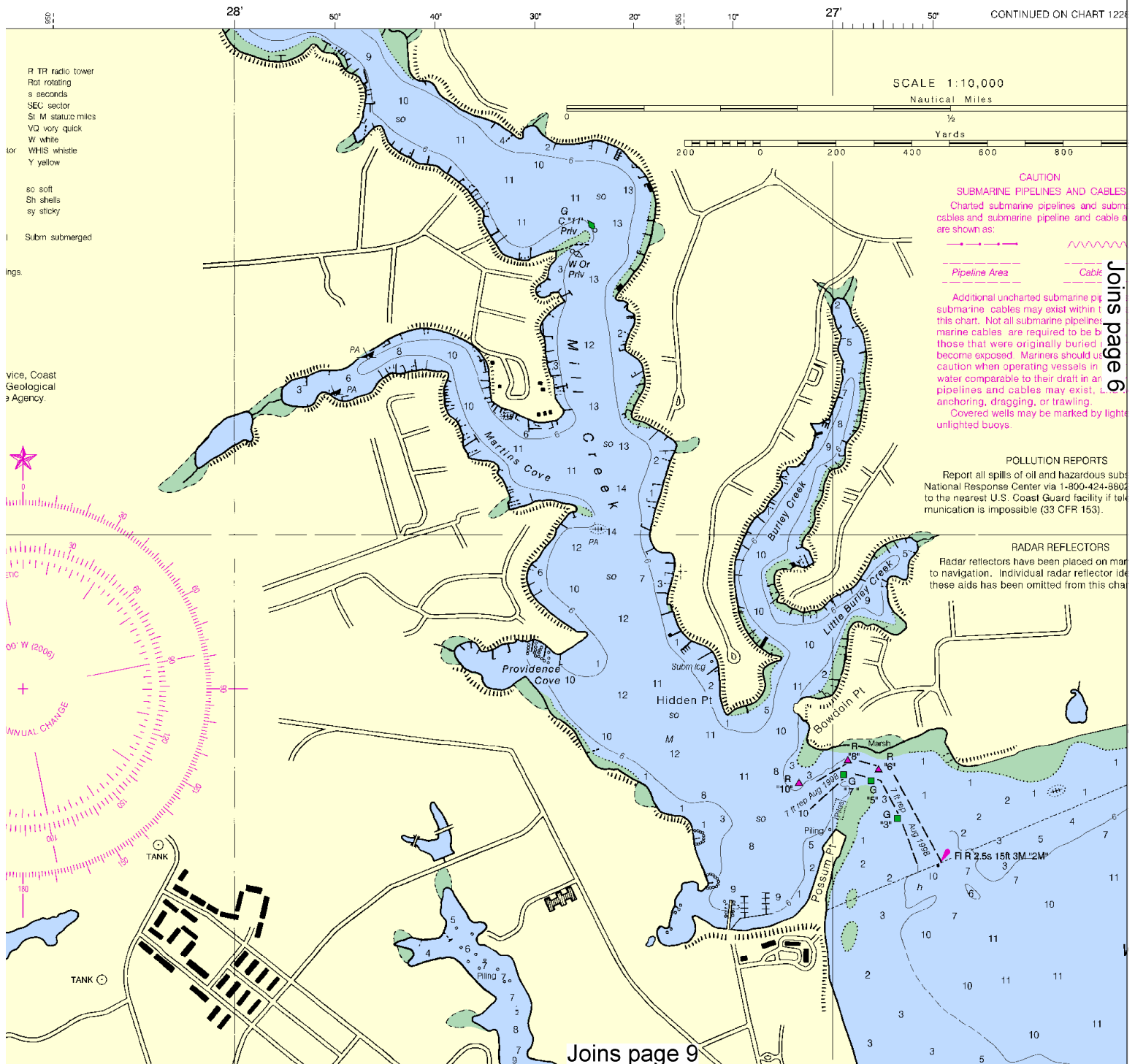
Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.


Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: _____

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

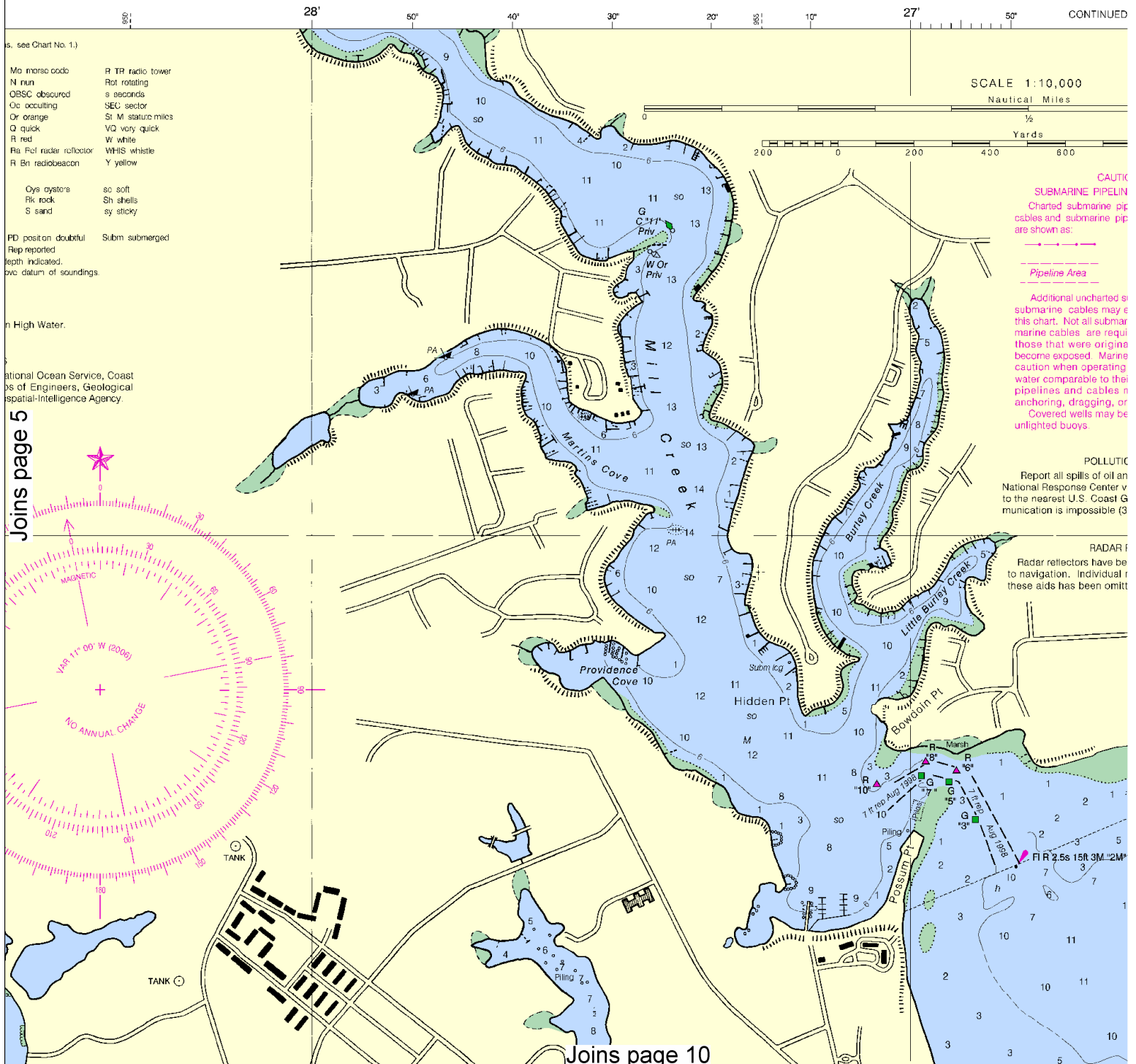
Formerly C&GS 385, 1st Ed., Mar. 1889 1937-732 KAPP 642



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

CAUTION
FISH TRAP AREAS AND STRUCTURES
 Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.
 Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.
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 Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

Formerly C&GS 385, 1st Ed., Mar. 1899 1937-732 KAPP 642



12283

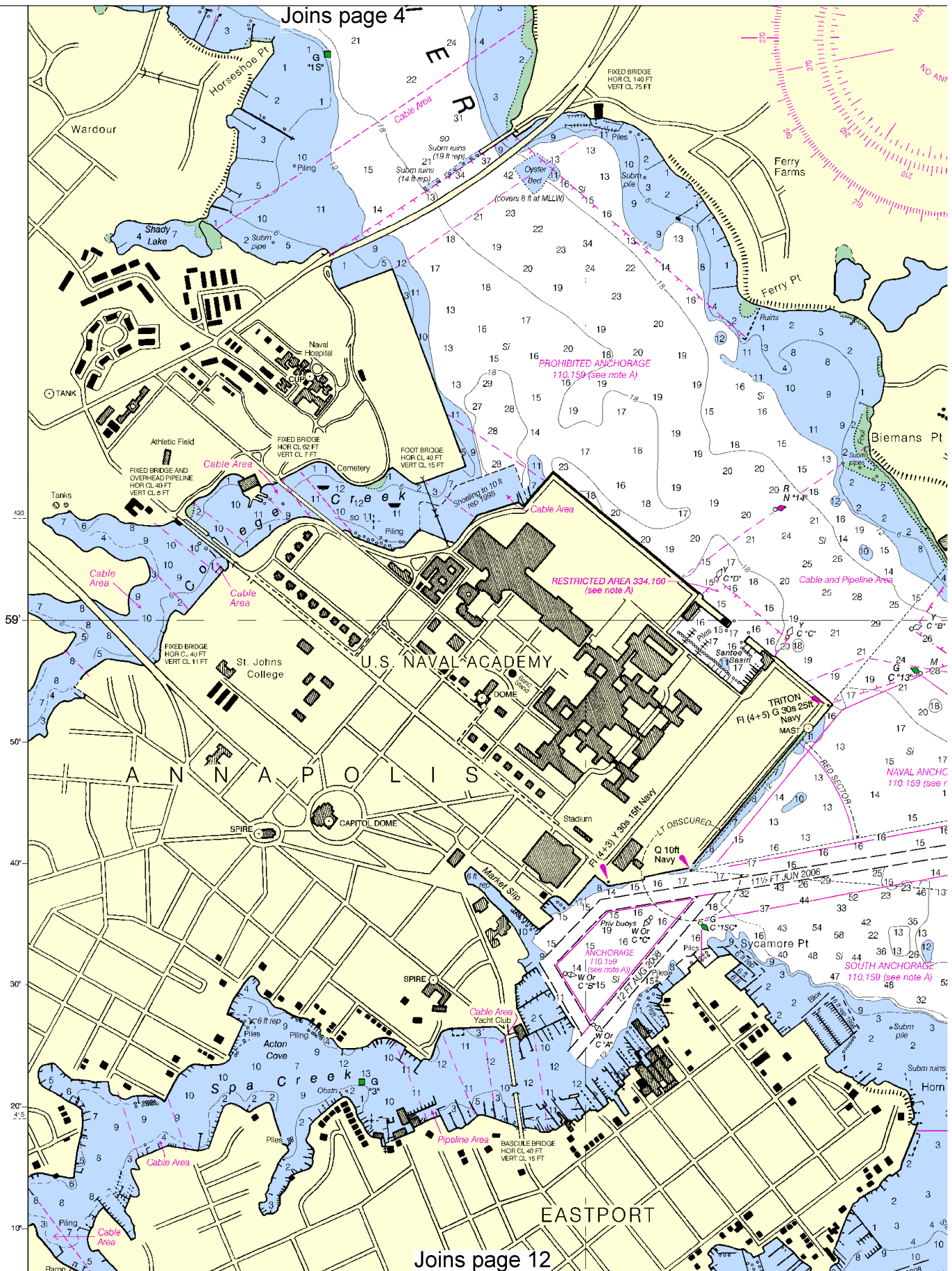
76° 26'



Joins page 11

7

Joins page 4



Joins page 12

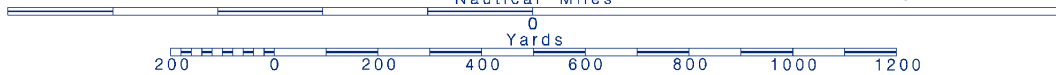
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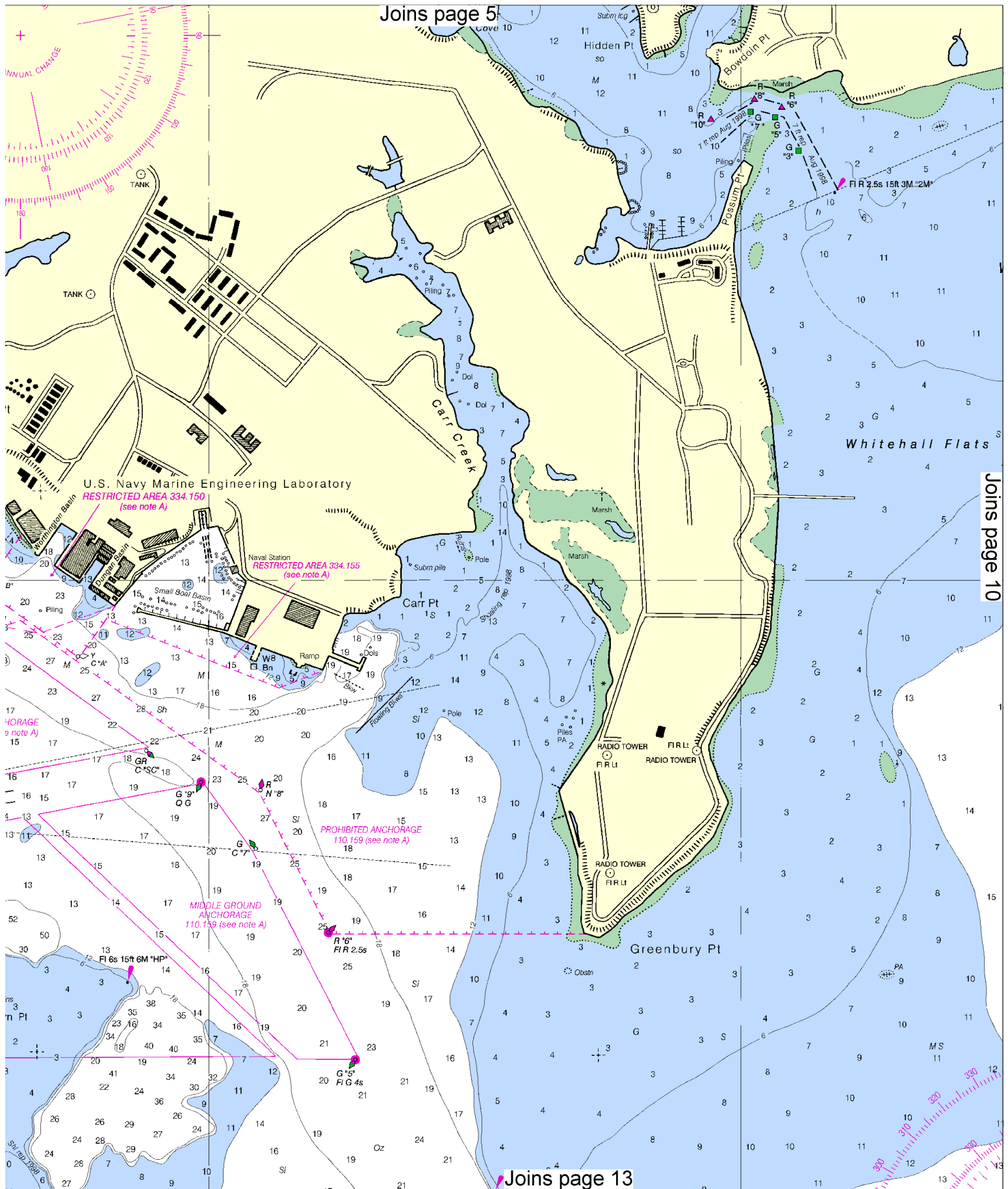


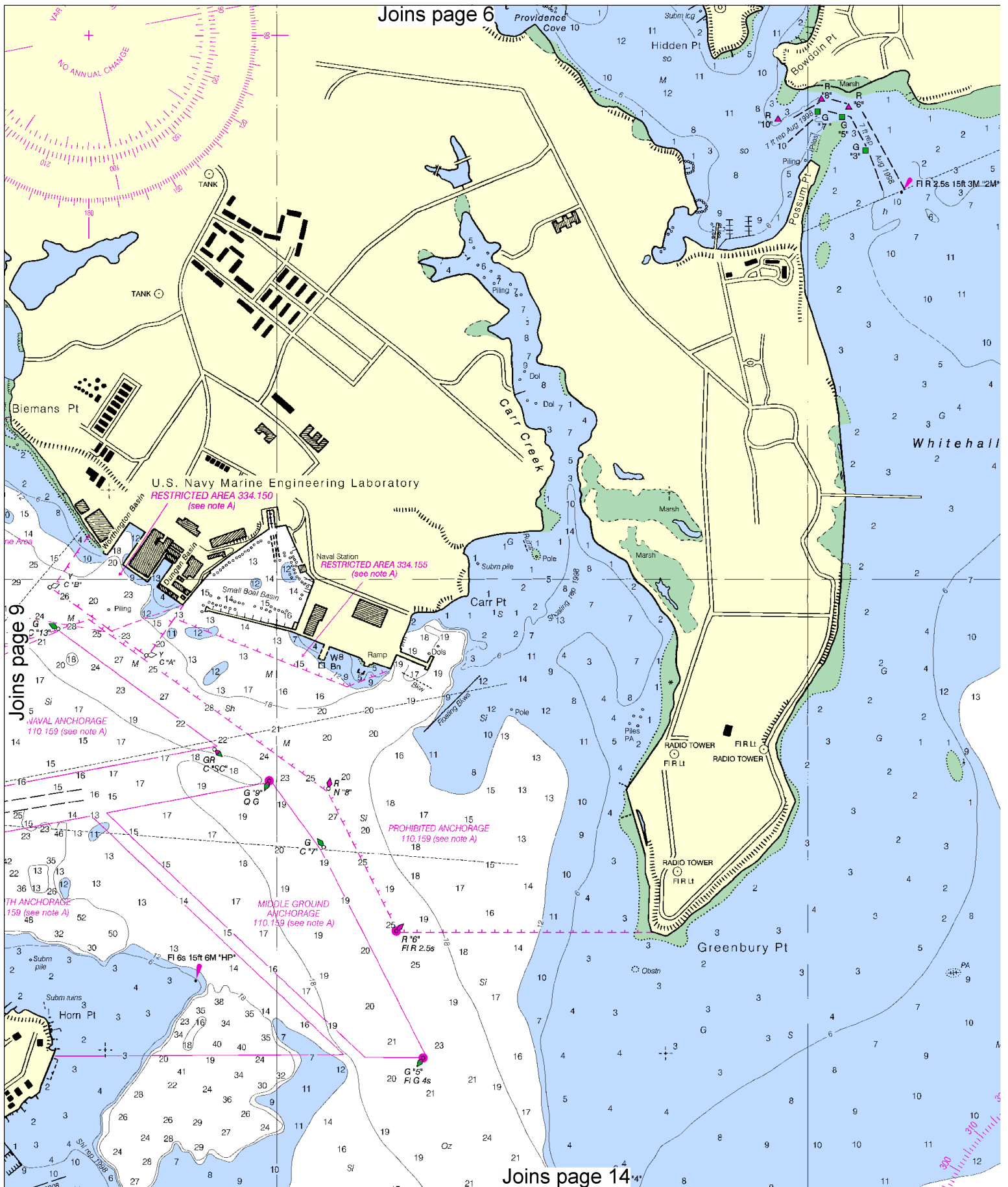
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SCALE 1:10,000

See Note on page 5.







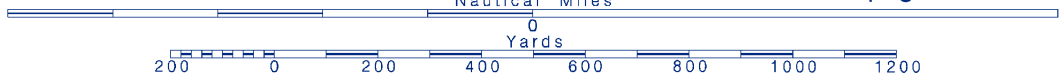
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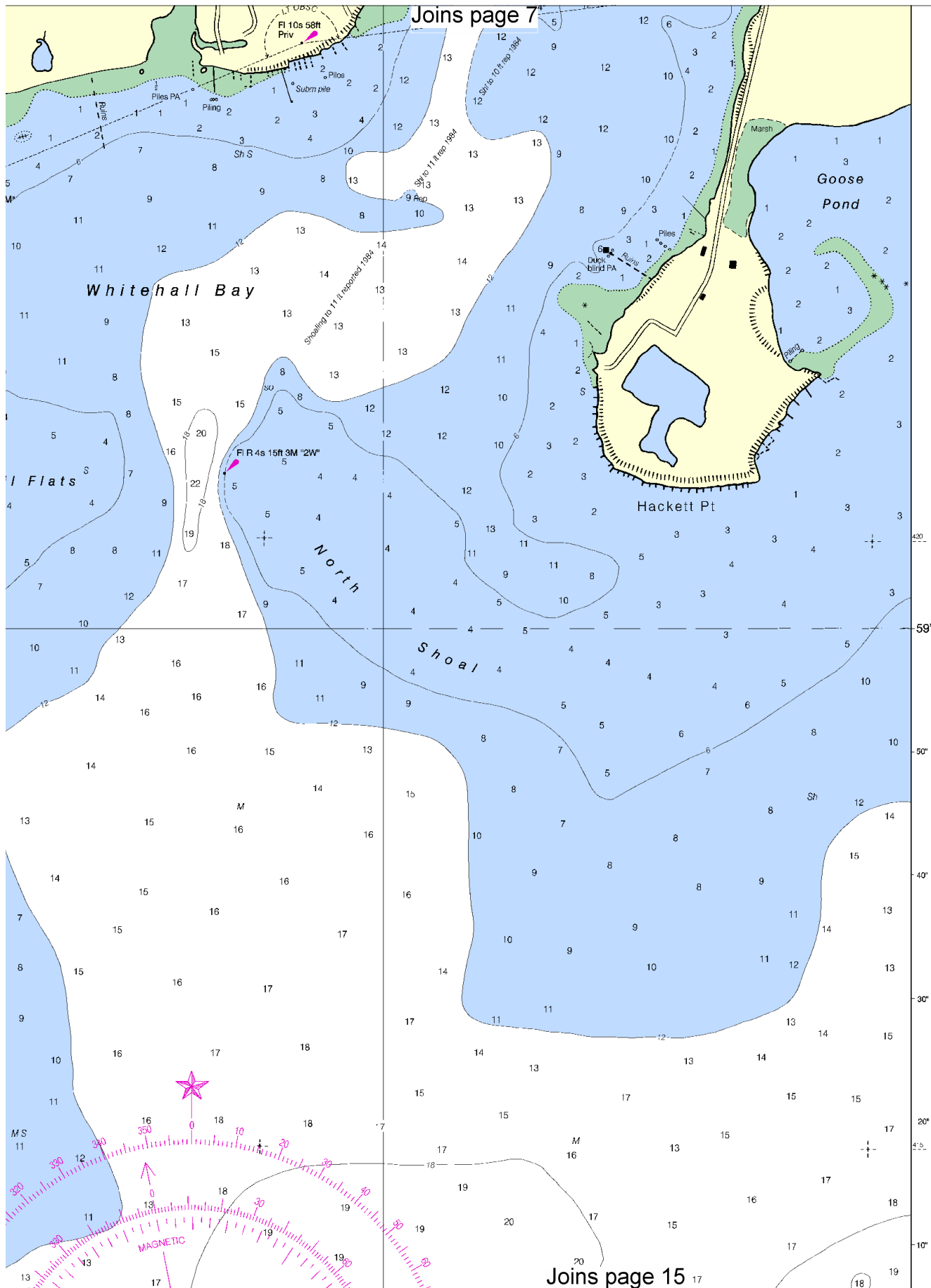


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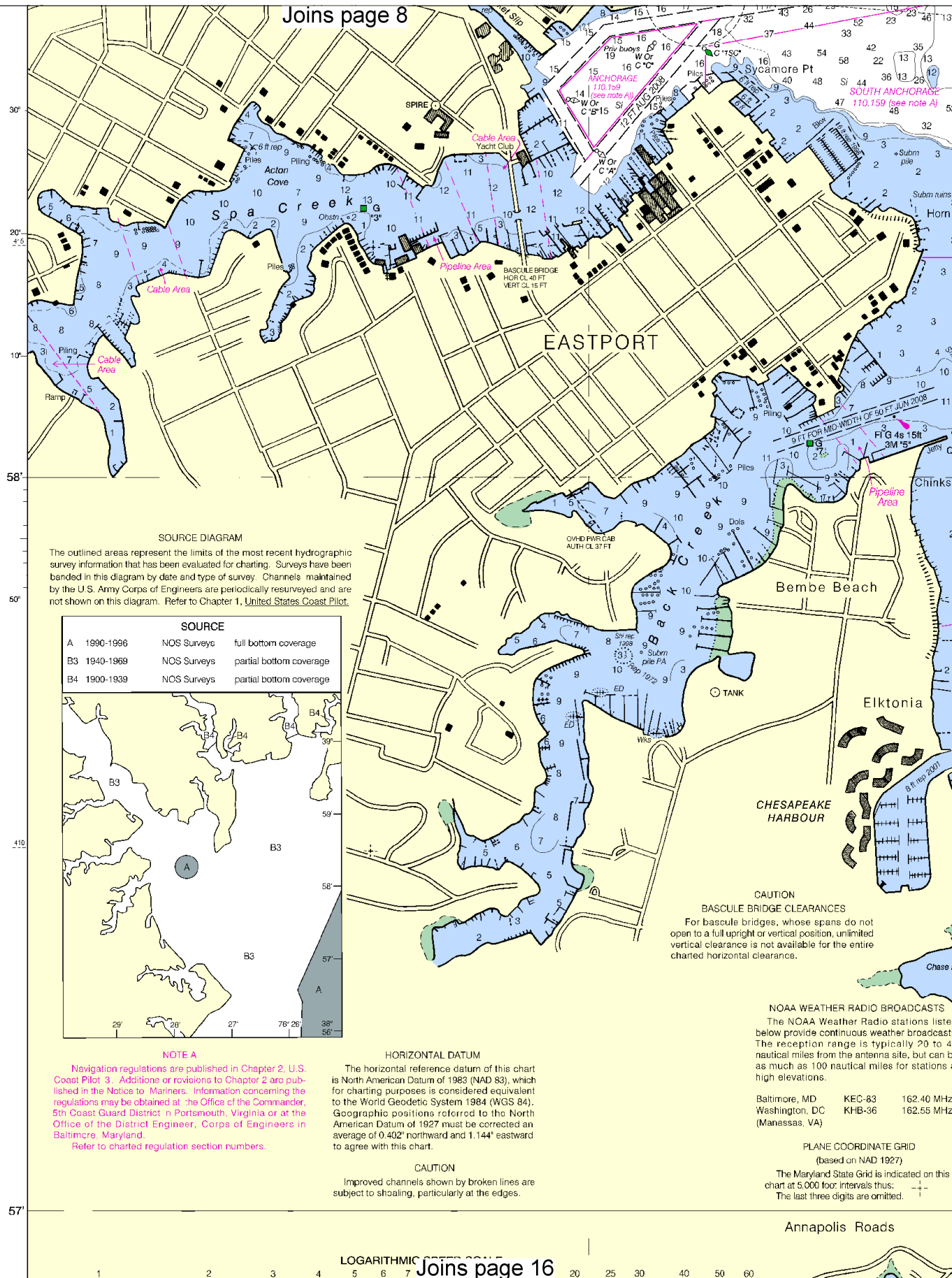
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See Note on page 5.





Joins page 8



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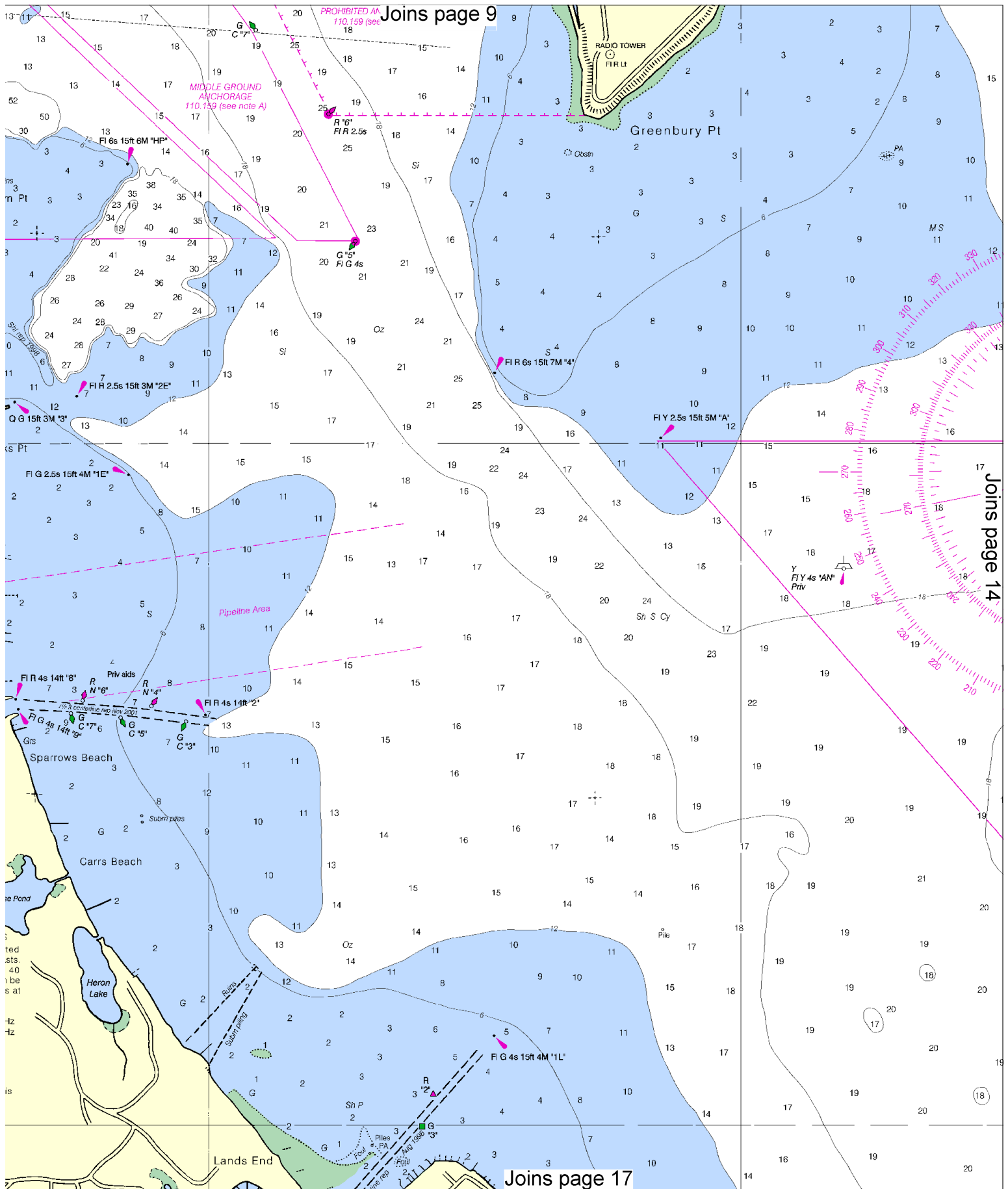


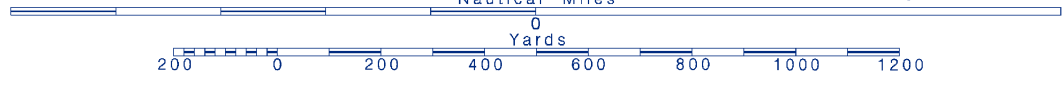
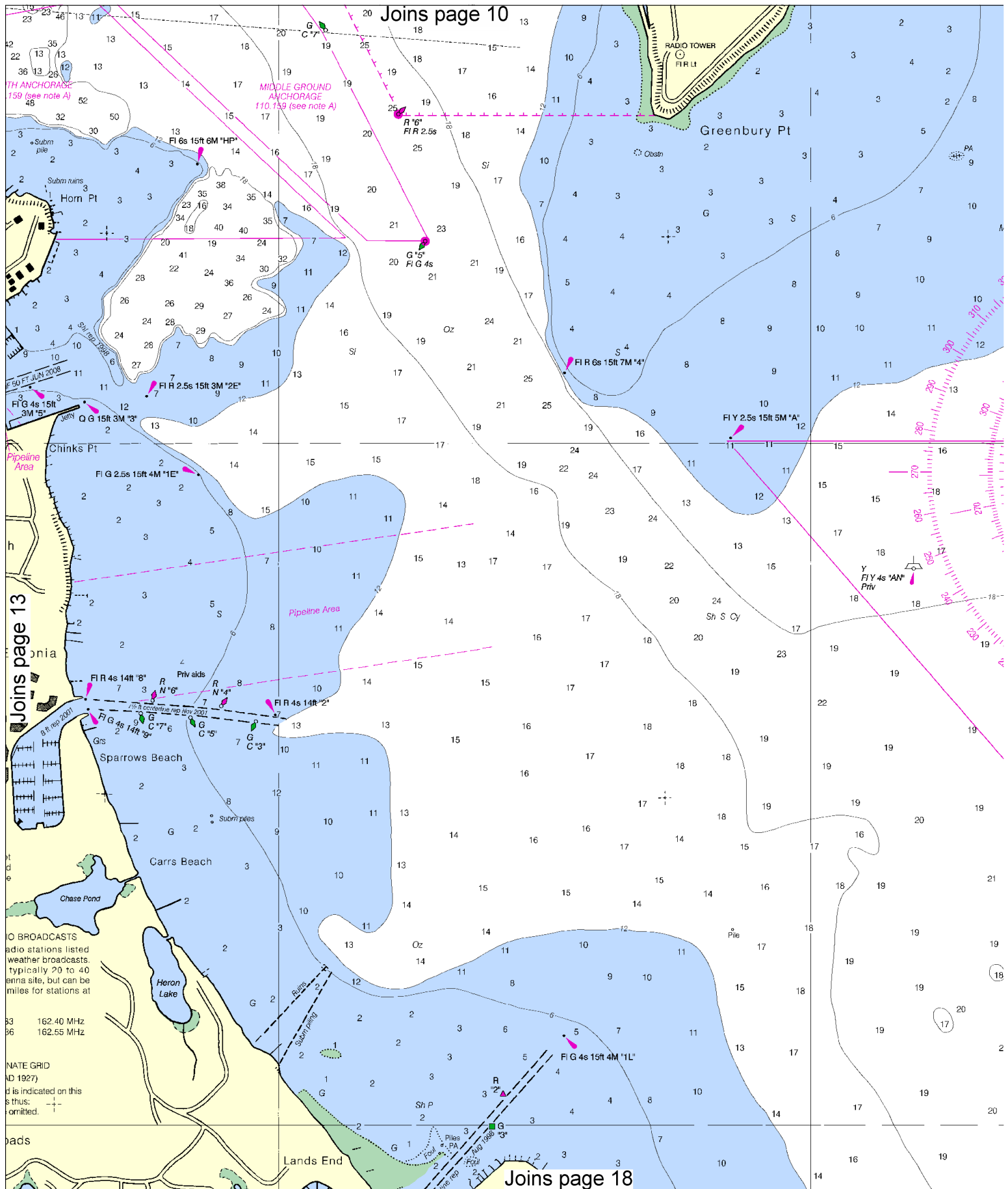
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SCALE 1:10,000

See Note on page 5.



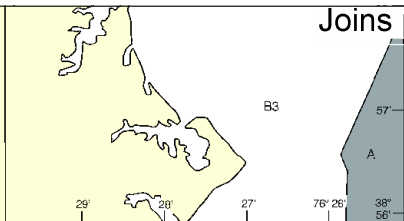




CONTINUED ON CHART 12282

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PAGE

Joins page 12



NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.402' northward and 1.144' eastward to agree with this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOAA WEATHER RADIO BROADCASTS

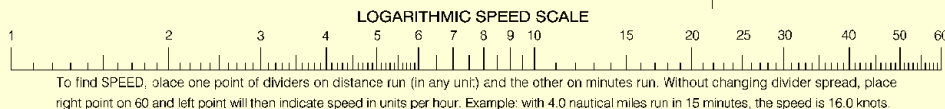
The NOAA Weather Radio stations listed below provide continuous weather broadcast. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD KEC-83 162.40 MHz
Washington, DC KHB-36 162.55 MHz
(Manassas, VA)

PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 5,000 foot intervals thus:
The last three digits are omitted.



UNITED STATES - EAST COAST

MARYLAND

ANNAPOLIS HARBOR

RTT
(WBIS)
1190 KHZ

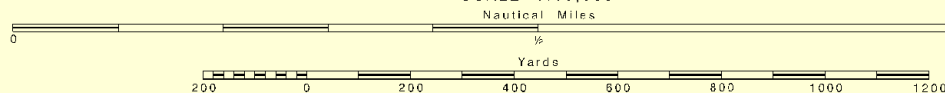
Mercator Projection
Scale 1:10,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:10,000



SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 3 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Annapolis Bay Ridge	(38°58'N/76°29'W) (38°58'N/76°27'W)	feet 1.4 1.2	feet 1.2 1.0	feet 0.2 0.2	feet --- -4.0

(Jan 2006)

CAUTION
Limitations on the U.S. Coast Guard Light List: Geospatial-Intelligence Agency Radio direction-finder broadcasting stations should be used with caution. Station positions are not all listed in the U.S. Coast Pilot.

RACING

Racing buoys within are not shown hereon obtained from the U.S. Coast Guard as racing and not all listed in the U.S. Coast Pilot.

SMALL CRAFT

During the boating season, temporary changes or defects in aids to navigation will be displayed on Maryland V while underway in the Chesapeake Bay and

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners. During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

26th Ed., Mar. /06 ■ Corrected through NM Mar. 25/06
Corrected through LNM Mar. 21/06

12283

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN

Printed at reduced scale.

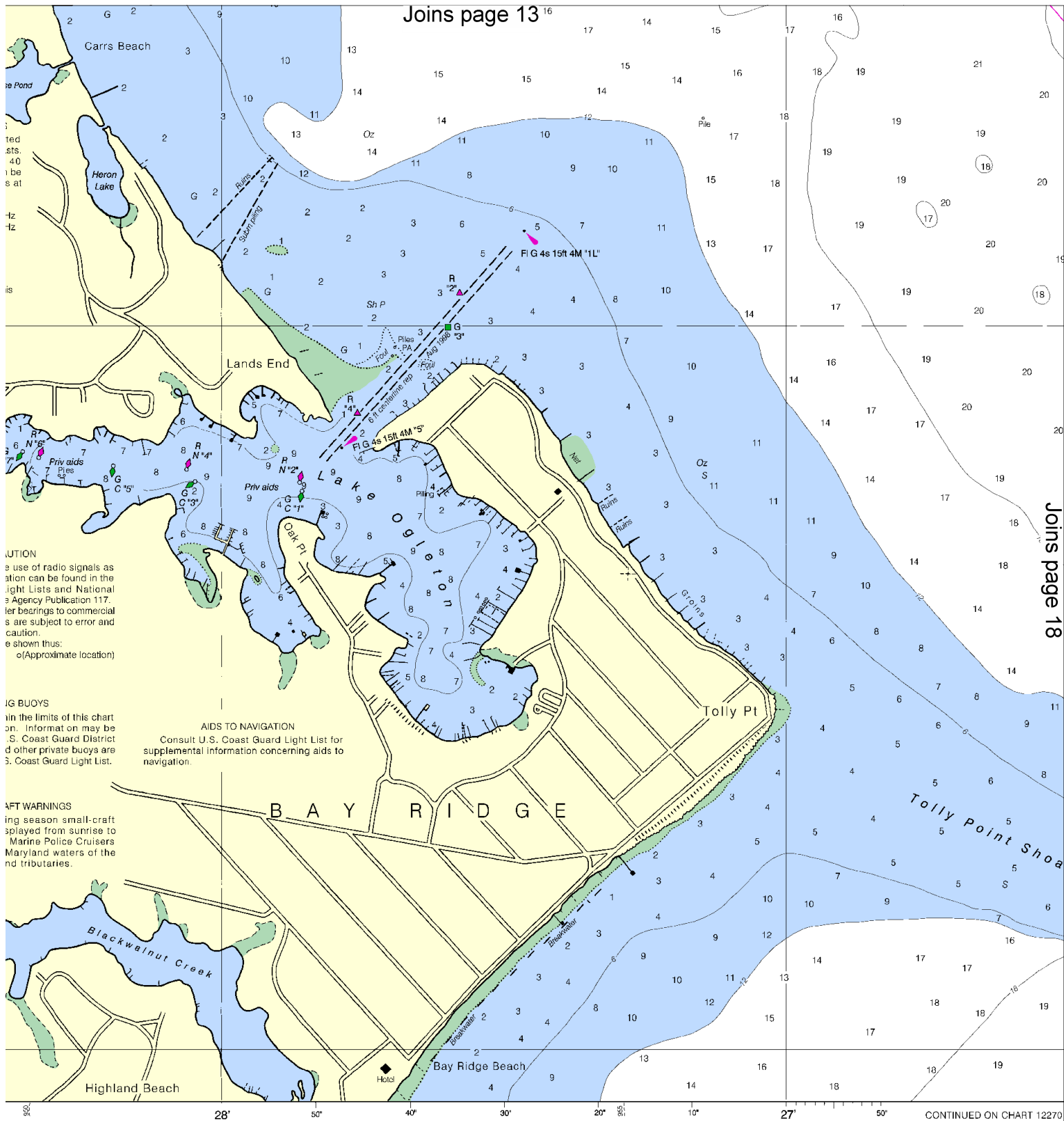
SCALE 1:10,000
Nautical Miles

See Note on page 5.



16





CAUTION
The use of radio signals as
aids to navigation can be found in the
Light Lists and National
Aids to Navigation Publication 117.
Bearing to commercial
aids are subject to error and
caution.
As shown thus:
o (Approximate location)

NAVIGATIONAL BUOYS
Within the limits of this chart
on. Information on may be
U.S. Coast Guard District
and other private buoys are
U.S. Coast Guard Light List.

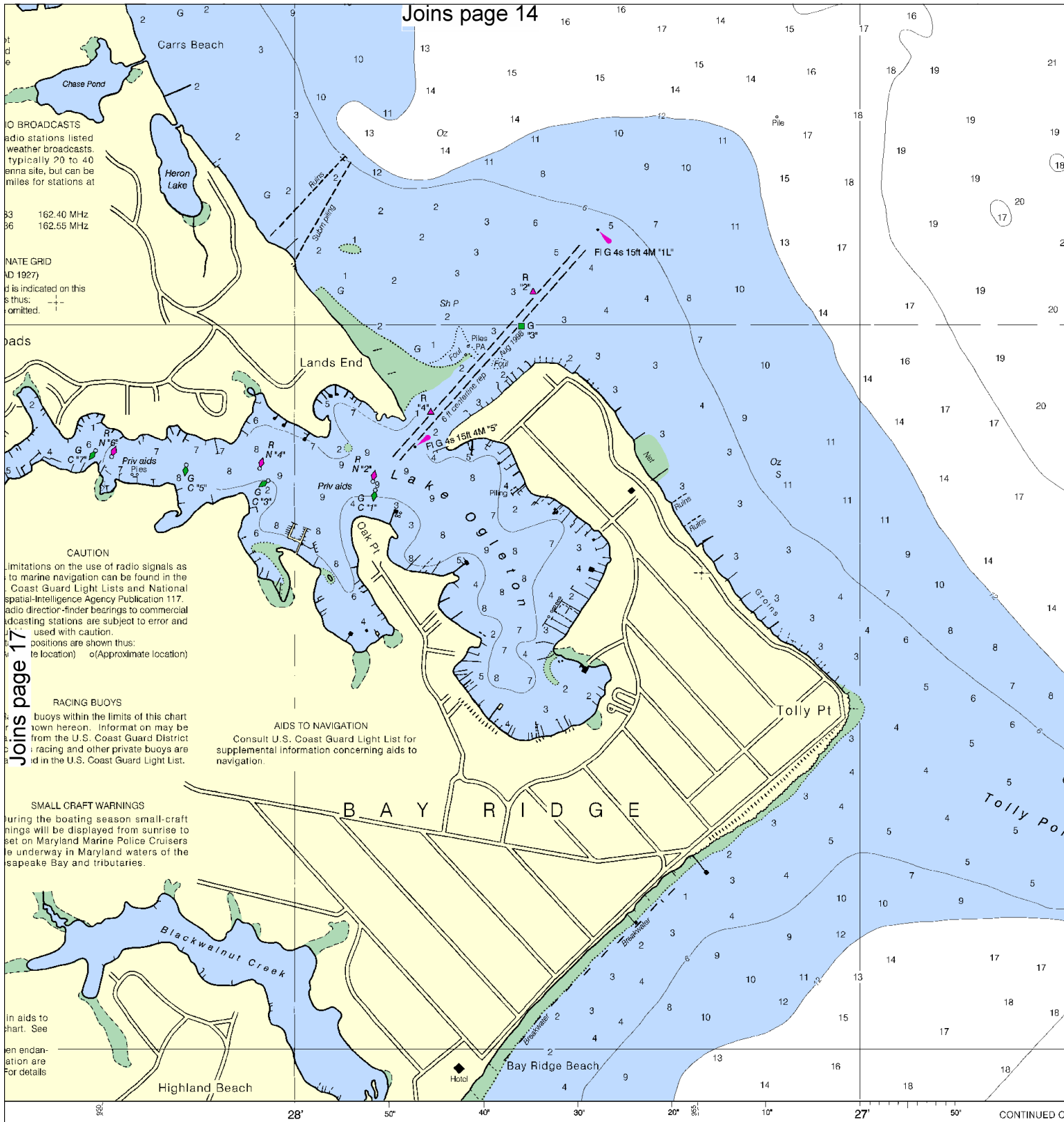
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

WATER WARNINGS
During season small-craft
displayed from sunrise to
Marine Police Cruisers
Maryland waters of the
and tributaries.

17 FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3



GS IN FEET

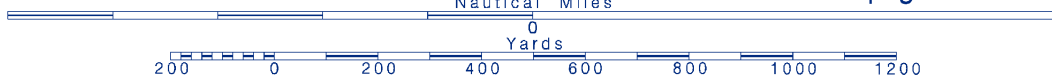
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Printed at reduced scale.

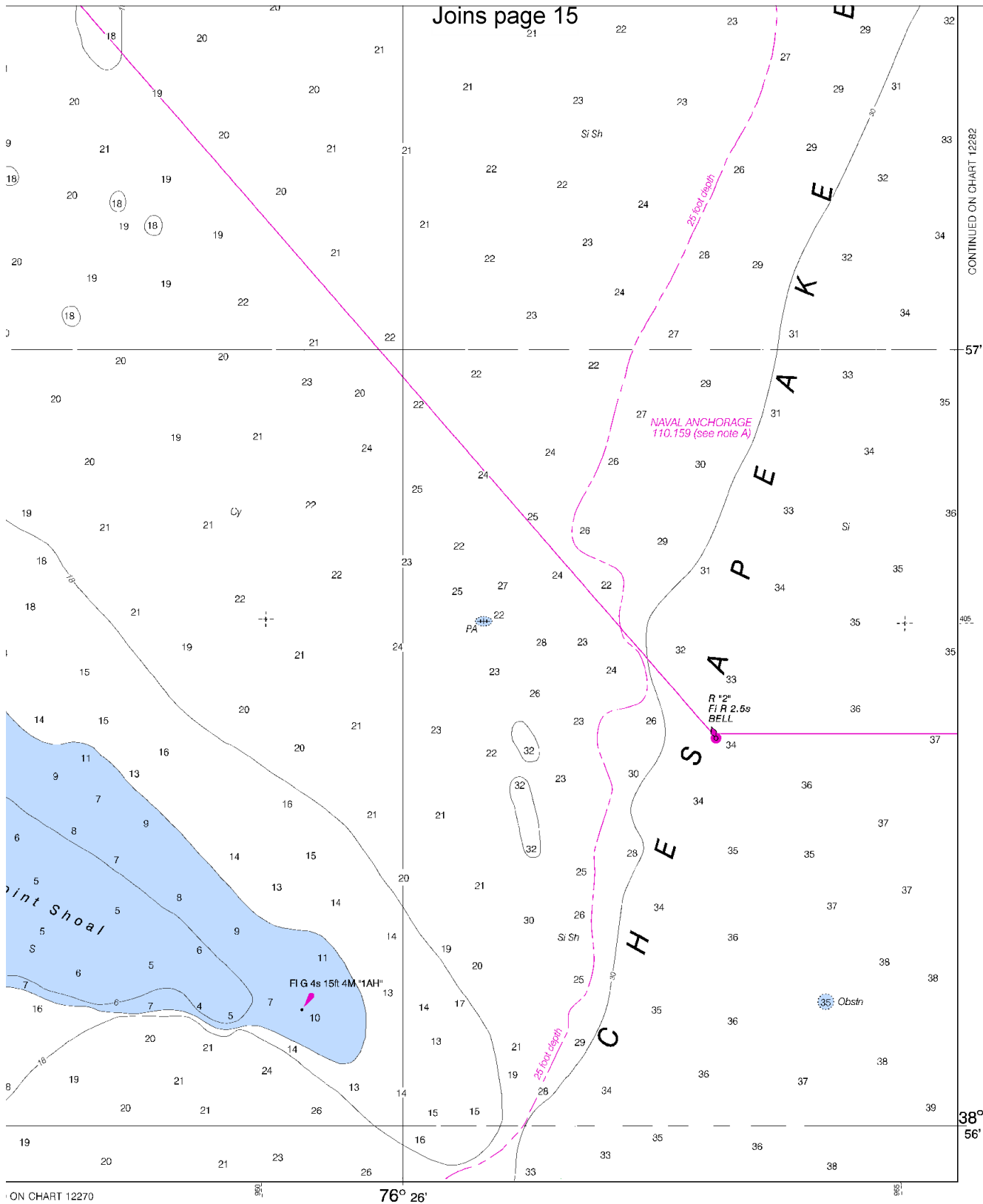
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See Note on page 5.



FATHOMS
FEET
METERS

Joins page 15



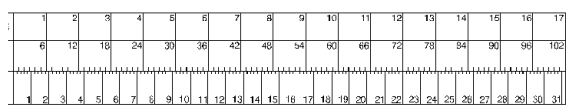
CONTINUED ON CHART 12282



ED. NO. 26



NSN 7642014010352
NGA REFERENCE NO. 12BHA12283



Annapolis Harbor
SOUNDINGS IN FEET - SCALE 1:10,000

12283

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Intership safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22 – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78 – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 800-418-7314/410-576-2525

Coast Guard Annapolis – 410-267-8108

Coast Guard Little Creek – 757-464-9371/9372

Maryland Natural Resources Police – 410-260-8888

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Electronic Navigational Charts® (ENCs) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (RNCs) – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Chart No. 1, Nautical Chart Symbols – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: www.NauticalCharts.NOAA.gov.

Coast Survey Navigation Managers – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.



NOAA, the Nation's Chartmaker